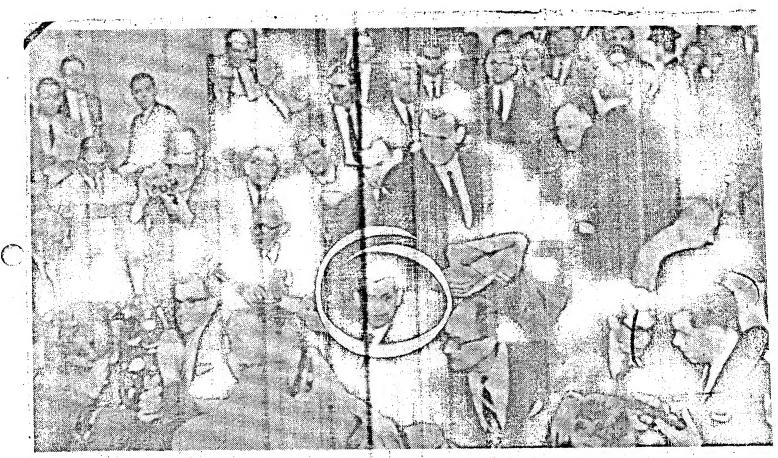
STAT



All Eyes Turn To Powers, Circle, As He Prepares To Testify

Statement by C. I. A.

Since his return from imprisonment by Soviet Russia, Francis Gary Powers has undergone and the production of the control of th



EYE-WITNESS ACCOUNT: Francis Gary Powers, left, prepares to testify on his U-2 flight of 1960 before a meeting of the Senate Armed Services Committee in Washington.

EYÈ-WITNESS ACCOUNT: Francis Gary Powers, left, prepares to testify on his U-2 fligitate of 1960 before a meeting of the Senate Armed Services Committee in Washington.

Into violent maneuver, at which point he believes the which point he believes the wings came off.

The hull offery over an inverted spin with the nose high, revolving around the center of the fusslage so that all he could see through the canopy looking around the center of the fusslage so that all he could see through the canopy looking around the center of the fusslage so that all he could see through the canopy looking around the center of the fusslage so that all he could see through the canopy looking around the center of the fusslage so that all he could see through the concept of the plane. This motion exerted G. (gravity), forces on him which threw him forward and up in the cockpit. At this point he state the bestruct a switches would have set off an explosive charge in the bottom, of the plane. However, he will have been the concept of the seat, even if he could and the seat to see if he could an

information on which these stories were based was erroneous the control of the co

Autopilot Difficulties

I went through this procedure two or three times and finaly decided not to use it any more, and I'd say the last fifteen, twenty or thirty minimus of the time of the time. The time of the of the time of the of the of the time of the of

Right Wing Drops

For a short time there, I don't know how long, time had no meaning at this particular time, I thought everything with the state of the

Autopilot Difficulties

A Friendly Hearing

Powers Calm as He Tells His Story At Courteous Prompting of Senators

By WALLACE CARROLL

By WALLACE CARROLL

Special to The New York Times.

WASHINGTON, March 6—"Impute the and cunning bandity the complete thing to come from the South 15 Today this truth shone like a beacon for Prancis Carp Yovers!

and guide him to a happy blead to the Soviet press had deplay the part of the South 15 Today this truth shone like a beacon for Prancis Carp Yovers!

and guide him to a happy blead to the South 15 Today this truth shone like a beacon for Prancis Carp Yovers!

and guide him to a happy blead to the South 16 Today this truth shone like a like Greco-McCin his, and Mr. Powers went into News leyan grandeur of land the South 16 Today the Senate of McCin his, and Mr. Powers went into Mr. South 16 Today was the courtly Ruber at 16 Today was the court of the Ruber at 16 Today was the court of the Ruber at 16 Today was the court of the Ruber at 16 Today was the court of the Ruber at 16 Today was the court of the Ruber at 16 Today was the court of the Ruber at 16 Today was the court of the Ruber at 16 Today was the court of the Ruber at 16 Today was the court of the Ruber at 16 Today was the court of the Ruber at 16 Today was the court of the Ruber

chute harness and the helmet of the flying suit. They took away the pistol and a knife that I had on my parachute.

They Try to Converce

These men tried to talk to me and I would just shake my head and indicate that I couldn't understand them. One of them pointed at me and held up two fingers, and I got the impression that he was asking if there were two of us, and I tool him no, just shook my head no, and pointed to myself and held up one finger telling him that I was alone. And then he pointed up in the air and I looked up and saw what I think was a parachute, but I knew that I had no other parachute on board the aircraft.

I had no other parachute on board the aircraft. The pust that I show that I had no toher parachute on the property interested at the time. They didn't pay too much attention to this. They just talked among themselves, one now arm and led me to this car that I knew, so I wasn't very interested at the time. They put me in the cap in the front seament to the driver and the seament of the car. They put me in the cap in the front seament to the driver and the back seat. They had loaded up the parachute, and I think my survival pack, in the I knew the willage, which was a larger place of the street that we approached the village from, got me out of the car, and there was mall, and I estimate that I stayed in the street that we approached the village from, got me out of the car, and there was the street that we approached the village from got me out of the car, and there was a larger place of the street that we approached the village from got me out of the car, and there would be the military was there when I arrived or not but I know what I took to be a policemant there are the dearing and military was there when I arrived or not but I know what I took to be a policemant there are dearing in small pieces of wreekage from the aircraft. I saw severable the village, was there when I arrived or not but I know whether the military men tried to speak to me in German, and I took in the aircraft I saw severable the village of the military men tried to speak to me in German, and i took in the proposed the summan of the car and precessing

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His last recollection of the altimeter was that he was at about 34,00 feet and descending rapidly. To see if he could get out of the cockpit, he released his seat belt and was immediately thrown forward out, over the cowling of the cockpit to a position where he was held only by his oxygen tube.

I book off, climbed on course. I remember that the condensation reals, were a little higher than I had been took the standard of the world on course. The world of the was cloudy underwated or collined or course. The was cloudy underwated or collined or course. There was a clear area near treet do and the was a clear area near treet do and the was a clear area near treet do and the was a clear area near treet do and the was a clear area near treet do and the was a clear area near treet do and the was a clear area had back to ourse before I got over the clouds again. It was in this sare that I saw two condensation trails from jet aircraft, a pagent of the same heading to be partalleling my course. It was gon on He nade in the same heading that I was gon on He nade was the was man in the same heading that I was gon on the same heading that I was gon on the same heading that I was gon on the made was the was well below me. I the farly good at the time density of course was looking for me. 1got I was well above the condensation trail and its of course was to the fight of course was no course the red to the fight. I was soon to the same of the fight. I was no course the red to the fight. I was no course the fight. I was no course that the clouds ended, I am I had I have the clouds ended, I am I had I had

Some information from confidential sources was available. Some of it corroborated Powers and some of it was inconsistent in parts with Powers's story, but that which was inconsistent was in part contradictory with itself and subject to various interpretations. Some of this information was the basis for considable speculation shortly after the May 1 episode and subsequent stories in the press that Powers' plane had descended gradually from its extreme alltitude and have been shot down by a Russian fighter at medium altitude on careful analysis, it appears that the analysis, it appears that the confident and all the second confident at an analysis, it appears that the

ticular time. I puogit every—
thing was all right. The right
was started to drop, which
and the wheel, brought
the right wing back to level
position, and either after it
reached the level position or
strate this better it reached that
the nose started dropping.

I could probably demonstrate this better with the
model here. It was going
along like this. The right
wing dropped slightly, not
very much. I used the contools.

The wing came back up
twell may be the started
going down, and very slowly.

The wing came back up
twell and just before or after
gio pole, the nose started
going down, and very slowly.
So I applied heach pressure to
the rontrol column and felt
no resistance to the movement of the control column,
and taster. So I immediately
assumed at the time that the
thal section of the aircraft
had come off, because it—
very violent maneuver happressed in here. I think I
reached in here. I think I
reached in here. I think I
reached in here . I think I
reached an position about like
this sand I feel sure that both
wings came off.

This was where the very
violent maneuver took place.
I didn't have much time to
have and it man all the way
much at this time. I had
nuch at this time. I had
one off become the the wings
earn of the now it kent
found in the control colnum all the way back into
much at this time. I had
one off become
the maneuver down in the prince
of the maneuver during this
thin, and it are yive
then, and it are yive
the maneuver of the are the
place of the maneuver during this
thin, and a tery to a
pure and the position in a grip in a
spin about time position in a
spin about time position.

Nose Was High.

I know the nees was high, and I know it was turning very fast around, it seemed like around something heavy like in the fuesige, I don't frow how much of the air craft was left at the time. But all I could see by looking out of the cockpit was siv. The G forces were very strong. I have no way of estimating how much.

I know that when I tried to get in the ejection position, it took both hands on may legs to pull my feet back, into the stirrups of the ejection seat.

I was spinning very violance with the seat.

I was thrown forward and up, and I was thrown forward and up, and I was hanging on in the seat.

I immediately—my first freetion was to reach for the featured was the seat. I can get out of the seat belt, not the destruct switches, and I reached up. I don't know whether I touched them or not, but I thought that I had better see if I can get out of her before using this.

I knew that there was a seetwern the actuation of the setweeth the delay seetween the actuation of the stewern the atturned and up a seetweeth was a seetwern as a seetweeth as the time that the explosion would occur.

So, after of had better character character character at round get o ating the swill

get into position in the ejection where there is an enter state there is an enter state of the plats windshield, and I ross being thrown forward, and if I had thrown how long. I don't know how long I tried getting back in position hat at the time I could think of no other way to get out itself at the first in the clear of the air mind was fixed on that ties. I keep ig anding at the air mind was fixed on that itself in a air the well of the air the electron seat, My mind was fixed on that when had had an it was going around very fast. I remembered somewhere during this fime above the altitude of 34,000 feet that a friend of mire who had had an accident in an aircraft, and I remembered him telling me of his experience.

He said that he total this was the first than the suff with earth of the him self that he list had to stop and think, and this entered my mind at the time, so I just for this, and this was the first time that I realized that he maybe I could open the san only losen the seat belt and

And, along in here, I saw 34,000 feet on the altimeter, and it was still moving very fast. Connes Side

I immediately reached up, opened the canopy. One side one loose first—I think it was the right side. The other handle loosened the left side and it fosted off—I believe it was to the left. I really don't know, but it just disappeared. I had pulled my empregency belt out, however—I think that was one of the first hink that was one of the first when I separated from the aircraft, I would have an oxygen hoses. The can on my left and had way out of the aircraft.

I opened the seat belt, and I was immediately thrown forward and half way out of the aircraft.

Well, then, I ried to get hook thio the aircraft so that I could not pall myself back for switches. I could not pall myself back over the top of the windshield undermeath, around

Also somewhere about this time my face plate of supplies in guilf rested up to supplies. In the supplies of th

trary headed me up in amiliar trary headed me up in a title way we where, a mitter way a man in the me head way the carbot her arged to the me on my right in the block seat. The enlisted men to a fairly men on my right in the block seat. The enlisted men had a carbine of some bind. They took me tho a fairly harge cifte which I assumed was sevendered; it was in the down town are, into a fairly harge cifte which I assumed down town are, into a fairly harge cifte which I assumed was sevendered; it was a mellitery of the search and found the needle at this place. I there they preformed a thorough search and found the needle at this place. I there was off course, but they bought out the packages that the way off course, but they bought out the packages that I had in my survival pack or on my person with maps of the mission. It was a member of the C. I.A. and the nature of the cities and several other items that indicated the nature of the mission. It was a member of the C. I.A. and the mainston. It was then that I dedded to follo whe his structured that I had in my survival pack or on my person with maps of the mission. It was a member of the colors that they hought out the approximately thirty minutes. They made a several questform, and that it wouldn't hold up.

They seemed to be in a hurry. They made several questform call, at laked a lot among themselves, and they gave me back my underwest and the outer flying all but was and we wated there were four men with mer into inf or they made mer into the strender at less to de was a child which on the four min to min was a set what it is minform and one was a wind they drove to the tromp transfer of this aircraft. They made mer into the front compartment what the other two ways and what he was a jet passenger aircraft in front of my transfer which it is aircraft. They made mer into the front compartment what he was a get passenger aircraft in front of my transfer were four men with mer in uniform and one was a chilar was a jet passenger aircraft what the other two vera

They asked me no q on this flight.

Well, I am getting ahead of myself. It seemed to me that the aircraft was waiting there for us because as soon as we got in they moved the loss-ing rating away and started up immediately, and through the curtains to the were other passengers in the back, so I suppost it was a regular passenger flight to Moceone

sean the the

all the way.

parrons hominy

was almost immediately that the parachute opened, and this surprised me because I hadrit pulled the ripcord. The parachute was equipped with an automatic opening device, but it has to be actuated by pulling another cord, and apparently that cord got hung on something in the airplane and pulled, because it was well less than a minute it am sure, after leaving the aircraft that the chute aircraft that the chute

I am sure, after leaving the aircraft that the chute opened.

A short while after that—I don't remember how long—I got to thinking that this long feet of loover, that the maximum all thinking the set of open at lines the plat off, and not being a feet of loover, that the maximum all thinking through my many got the set into small them all, but I remembered I had a this map out, looked. I took this map out, looked at it, such that it is map out, looked at it, such that it is map out, looked at it, such that it is map out, looked at it, such that it is map out, looked at it, such that it is map out, looked at it, such that it is map out, looked at it, such that it is map out, looked at it, such the post of the light, and with the poison pin in it. I was an optour whether to the light, and it is ab thought of the contract of the light, and it is an it is not not and late to the light, and with the poison pin in it. I was an optour whether to the light, and has an opened it in the first prior to the light, and has an opened in the seemed to be the ground, there there would surely have a looked to the ground, there was a car I could see on a I don't know what he was to look its and he cocen't got the carretor and the cocen't got the carretor of the was and the cocen't got the carretor and the cocen't got the carretor of a look the look in the power of the man, and the cocen't got the carretor of an interfer and one may be contracted and one may be contrac

just to e several g snapped free. It

the but anything

seemed H.

I was awakened on the hormoring of Ms. 1, some thine between 2 and 3 ochook in the morning of Ms. 1, some thine the hormoring of Ms. 1, some thin the hormoring is know before that it had nearlifast. The dector plooked me over. I was teeling The navigator gave me a position, the marge, the toute that I would afficient headings and where a cultiment goints, the right of the weather fore the cultiment was to be a time of an an analysis and where a cultiment was to be the cultiment of and on. Later I wand of an one cultiment of the master of the cultiment of the weather fore-the cultiment of the weather fore-the cultiment of the weather continuous along the route, the weather continuous along the disconment commander the disconment commander the disconment commander the conference of engine trouble, or a force of negate routing. I finished the was been considered in any was both before I prepared for—before I put on my presente suit and while I was pre-breathing the owner, if climbed into the alrearit of the waterit of the alrearit of the alrearit of the alrearit of the alreary for the a signal before I alter than scheduled.

According to his statement, he had settled on his new course and had skendlowsk in sink, perhaps twenty or first, perhaps twenty or first, perhaps twenty or thirty miles away, when he felt and heard something he occeteration on the plane accompanied by a dull noise unlike the sharp sound of a high explosive. This caused him to look up from his nin struments, and he saw surrounding him, or perhaps reflected in his canopy, he is not sure the start of the plane of the start of the plane of the start of the plane has a set of the start of the start of the plane her says he camont he plane her says he camont he plane her it dipped to the right hen it dipped to the right him the found he was able the plane continued to the normal control this dip and level the plane with his normal control this dip and level the plane with his normal control this dip and level the plane stower the plane her home stower the plane had been severed. The plane had seen severed. The plane had seen severed.

Coverment officials into the background life history, edu-cation cattor conduct of provers. The declarate cattor conduct of provers. The declarate cluided doctors, specialists, may be referred to the Air Profess and on the U-2 project. All these persons were of the lives were of the view that Powers is inherently and by practice a truthful man. Thirdly, Powers appeared before a Board of Inferently and without any indicated attempt to examination. The board attempt to evan feetified at eligible the peared to be truthful, frank strathment in his appearance he appeared to be truthful, frank strathment in his appearance he appeared to be truthful, conducting any indicated attempt to evad equestions or color what he was saying. In the board's plugment he reflected an articule of complete candon. In the fourth place, when during his examination before the statements of the polygraph he would like to undergo a poly statement of the polygraph operator is that a diministered by an expert and in the board conflicted with the board conflicted the process of the polygraph operator is that he displayed no indications of deviation from the truth in the course of the pluton of the pluton

to subject themselvest o strengeston. It has been established that Mr. Powers had been briefed in accordance with this policy and so understood his guid-yeard with the policy were should be emphasized by that his was intended for use primarily if the pilot were subjected to during the pilot was not marked that his was intended for his own life. There is that the pilot were subjected to during the pilot was not marked that his pilot his was not mandations size that the would do size activities and an an any size that the work and a marked his was one of the outstand on his years of the country of the work of the things of his fight a might be laid to Soviet espi- of the possibilities of subject with the his pilots in the whole with the found of subject of the mission was assigned to the missions of his fight a might be laid to Soviet espi- on a sasignment willingly. Mr. Powers was assigned to the mission in his work will we have sufficiently greatly in the work will have a subject to the mission of high a man an evidence of the possibilities of a sasignment willingly. It was a sasignment willingly it was a sasignment willingly. It was a sasignment willingly in the work when the northwest coast of Norwew will we start of the section of mission in his work when he have sufficiently a precedition of the mission of his willing a precedition of the mission of his willingly a precedition of the mission of the his of sevendors where his of sevendors where his he have suffectly on ourse.

He Attempts to Re-enter He He tried to pull himself heack in the cockpit to the destruct switches, which take for the separate manipulations for set, and found himself unable to de so because of the Grees, the inflation of his pressure suit, and the fogling up of his face mask which totally obscured his when totally obscured his work. By pushing, he terre loose the coxygrat tube and fell free, whereupon his parabetic of the set of the s

The testimony was consistwith the account given
by Powers. Powers was able
to lederify a poor free a small
in digge where he thought he
that a mater he thought he
that ge where he thought he
that and the proper state of the
fisher of the property and the
fisher and the correspondinformation and the morpounder
information and he morpounder
persons who captured the
lived in this same small villived in this same small vil-

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